

# BookletChart™

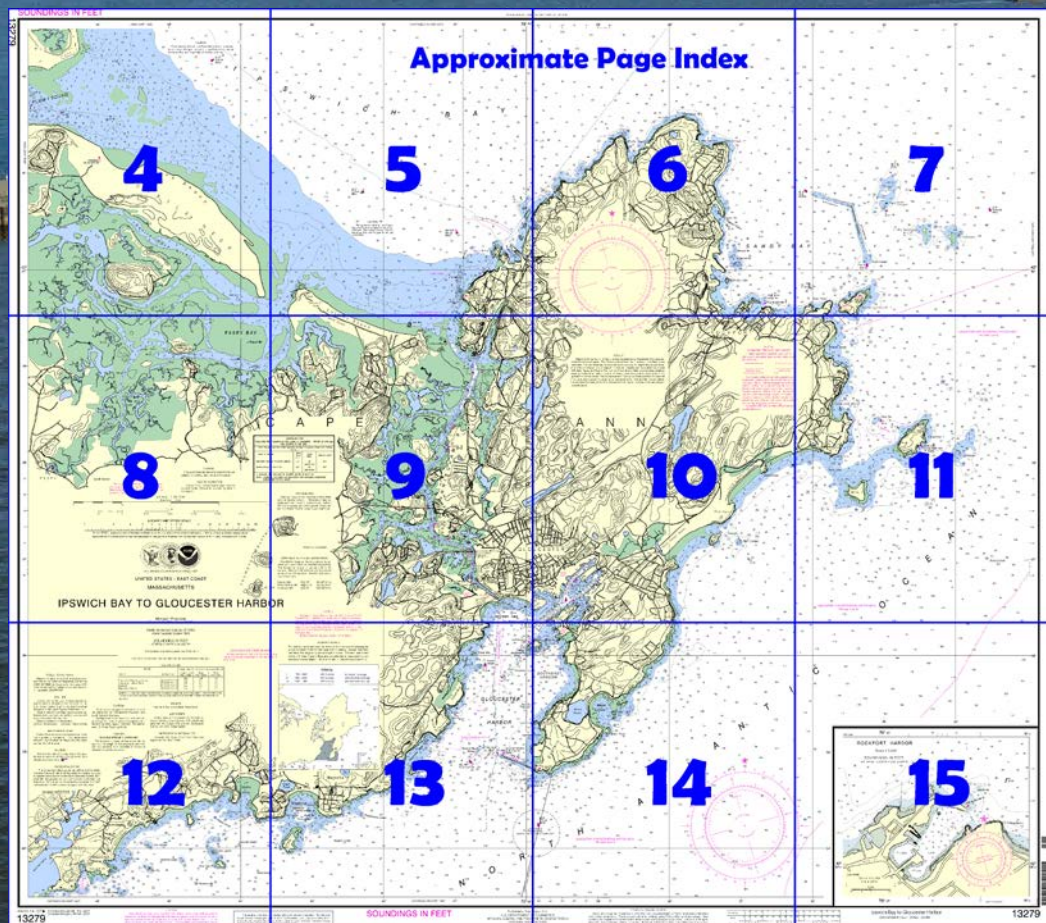
## Ipswich Bay to Gloucester Harbor NOAA Chart 13279



*A reduced-scale NOAA nautical chart for small boaters*  
*When possible, use the full-size NOAA chart for navigation.*



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the**  
**National Oceanic and Atmospheric Administration**  
**National Ocean Service**  
**Office of Coast Survey**  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
**888-990-NOAA**

### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=13279>.



#### (Selected Excerpts from Coast Pilot)

**Ipswich Bay** is the bight between the northern point of Cape Ann and the south end of Plum Island. Between these points it is about 6 miles wide and makes in about 3 miles. The bay is the approach to Plum Island Sound and to the Essex and Annisquam Rivers. It has depths of 20 to 70 feet, except in its southern and southwestern sides where the shore should be given a berth of a little over 1 mile to avoid the shoals off the river entrances.

Several rocks covered 2 to 5 feet and one that uncovers 4 feet are in the southern part of the bay about 0.9 mile westward of Annisquam Harbor Light and about 0.3 to 0.5 mile offshore.

**Ipswich Light** (42°41'07"N., 70°45'58"W.), 30 feet above the water, shown from a white skeleton tower with a red and white diamond-shaped daymark, is on Castle Neck at the south side of the entrance to Plum Island Sound. A seasonal lighted bell buoy 1.6 miles eastward of the light marks the approach to Ipswich River and Plum Island Sound. **Essex Bay** and **Essex River** are about midway between Ipswich and Annisquam Harbor Lights. The entrance is through a shifting bar over which, with local knowledge, 5 feet can usually be carried. With onshore winds on an ebb tide, a heavy chop builds up and during heavy weather the bar is often impassable. Caution is always indicated, especially for smaller boats.

The river is navigable for small craft to the town of **Essex**, about 5 miles above the entrance. Local fishermen and pleasure craft use the river. The entrance is marked by a seasonal lighted bell buoy, and the bay channel is marked from the bar to about 2 miles above the entrance by a daybeacon and seasonal buoys. The bay channel is subject to change, and the buoys marking it are not charted because they are frequently shifted. Above **Conomo Point**, the town of Essex maintains seasonal midchannel spar buoys. The channel is narrow and difficult to follow. There are several small-craft facilities just below the bridge at Essex. (See the small-craft facilities tabulation on chart 13274 for services and supplies available.)

The **Annisquam River** and **Blynman Canal** form a thorofare leading from the eastern part of Ipswich Bay, northwest of Cape Ann, to Gloucester Harbor, on the south side of the cape.

**Annisquam** is a village and summer resort on the east side of Annisquam River just inside its north end. **Lobster Cove**, on the southeast side of the town, is the scene of much small pleasure-boat activity during the summer.

**Annisquam Harbor Light** (42°39.7'N., 70°40.9'W.) is shown from a white cylindrical tower with elevated walk to a dwelling on **Wigwam Point** at the east side at the northern entrance to Annisquam River. A red sector in the light from 180° to 217° covers the shoals on the eastern side of the approach to the bar channel from the north. A lighted bell buoy marks the approach, and a sound signal is at the light.

**Anchorage.**—Craft anchor in the coves, creeks, or estuaries of the waterway or moor at the marinas. The entrance of **Lobster Cove**, near the north end of the waterway east of Annisquam, has been dredged as far as the bridge.

**Dangers.**—No special directions are necessary. The chart is the best guide. In passing from north to south in the Annisquam River and Blynman Canal, take care to avoid the unmarked rocky area covered 4 feet on the east side of the channel about 775 yards north of the Annisquam Harbor Light and 100 yards southeast of Buoy 3; a rock covered 2 feet on the east side of the river channel about 60 yards southwestward of Annisquam Harbor Light; several rocks, submerged and awash, on the east side of the channel, marked by Daybeacon 7; a rock covered 4 feet, marked by a buoy, on the east channel edge about 125 yards northward of Annisquam Channel Light 25; and an unmarked rock that uncovers 1 foot on the southwest side of the southern entrance to Blynman Canal. In 1980, obstructions were reported in the vicinity of Annisquam River Channel Light 46.

**Harbor regulations.**—The Gloucester Chief of Police is also **harbormaster** for Annisquam River and Blynman Canal. The deputy harbormaster supervises the moorings and anchorages. A **speed limit** of 4 knots is enforced on the river and in Lobster Cove.

### U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Boston

Commander

1st CG District

Boston, MA

(617) 223-8555

# Table of Selected Chart Notes

Corrected through NM Aug. 1/09  
Corrected through LNM Jul. 21/09

Mercator Projection  
Scale 1:20,000 at Lat. 42°37'

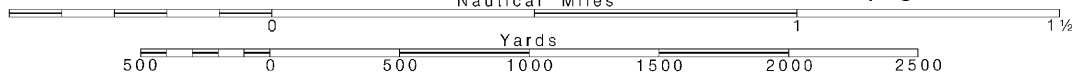
North American Datum of 1983  
(World Geodetic System 1984)

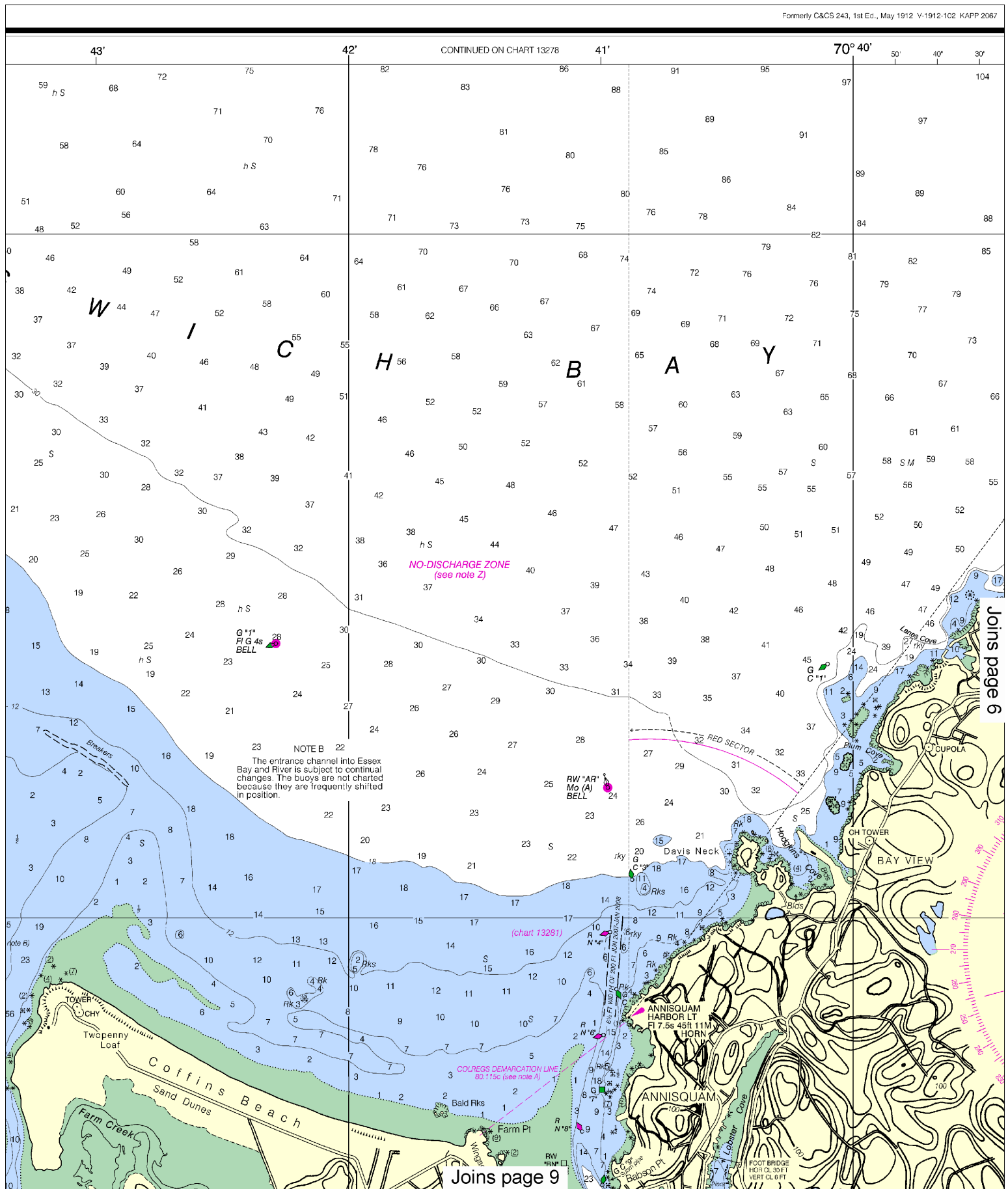
SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER





See Note on page 5.





This BookletChart was reduced to 75% of the original chart scale.  
The new scale is 1:26667. Barscales have also been reduced and  
are accurate when used to measure distances in this BookletChart.

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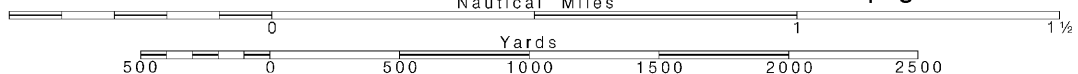
# 6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:20,000~~  
Nautical Miles

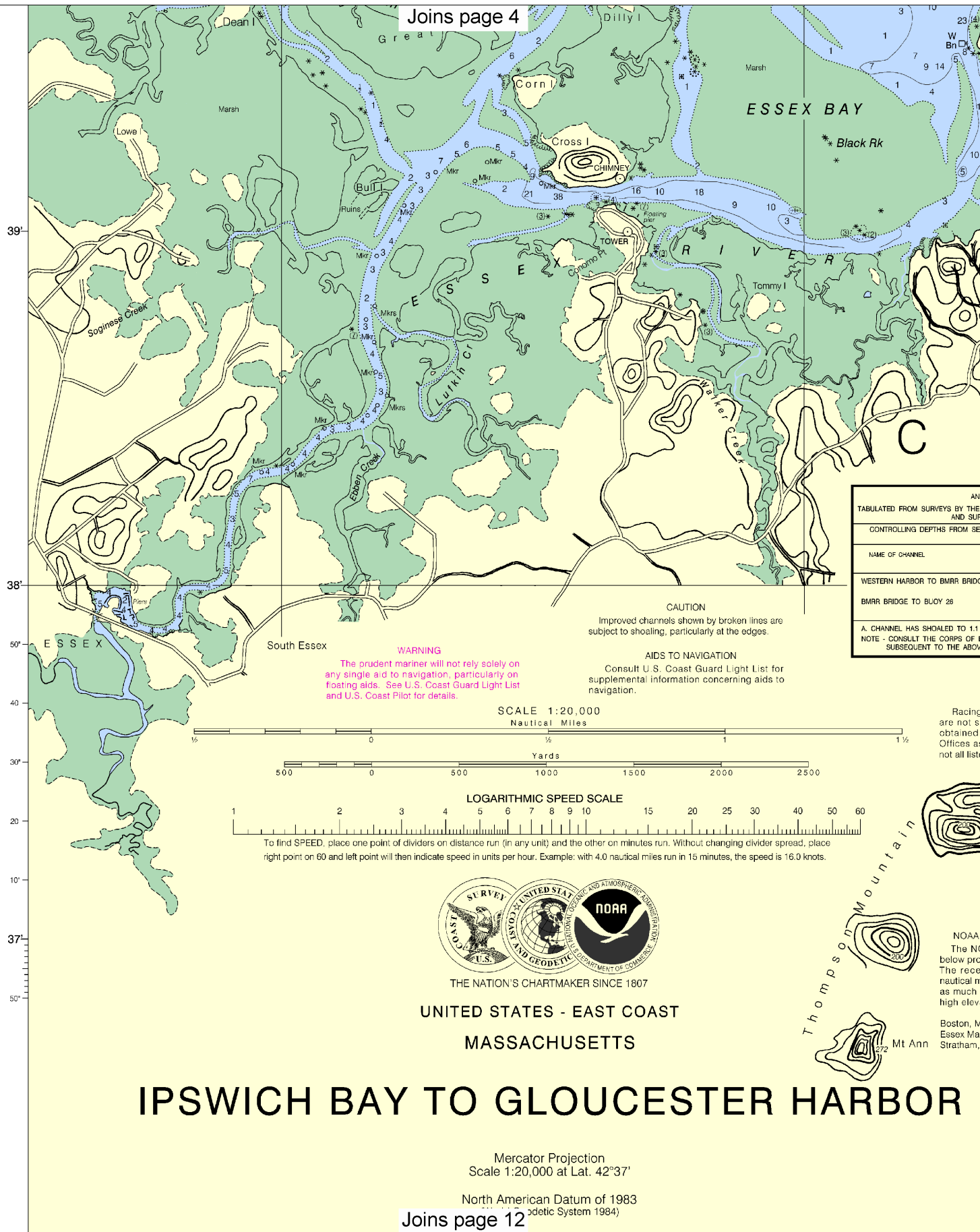
See Note on page 5.







Joins page 4



AN  
TABULATED FROM SURVEYS BY THE  
AND SUR  
CONTROLLING DEPTHS FROM SE  
NAME OF CHANNEL  
WESTERN HARBOR TO BARRIDGE  
BARRIDGE BRIDGE TO BUOY 28  
A. CHANNEL HAS SHOAL TO 1.1  
NOTE - CONSULT THE CORPS OF  
SUBSEQUENT TO THE ABOVE

**CAUTION**  
Improved channels shown by broken lines are  
subject to shoaling, particularly at the edges.

**AIDS TO NAVIGATION**  
Consult U.S. Coast Guard Light List for  
supplemental information concerning aids to  
navigation.

**WARNING**  
The prudent mariner will not rely solely on  
any single aid to navigation, particularly on  
floating aids. See U.S. Coast Guard Light List  
and U.S. Coast Pilot for details.

SCALE 1:20,000

Nautical Miles

Yards

LOGARITHMIC SPEED SCALE

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place  
right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

MASSACHUSETTS

# IPSWICH BAY TO GLOUCESTER HARBOR

Mercator Projection  
Scale 1:20,000 at Lat. 42°37'

North American Datum of 1983  
(Geodetic System 1984)

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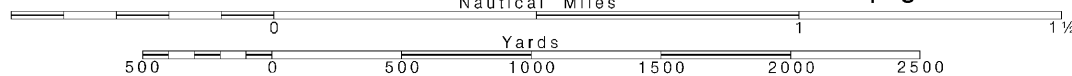
8

Note: Chart grid  
lines are aligned  
with true north.

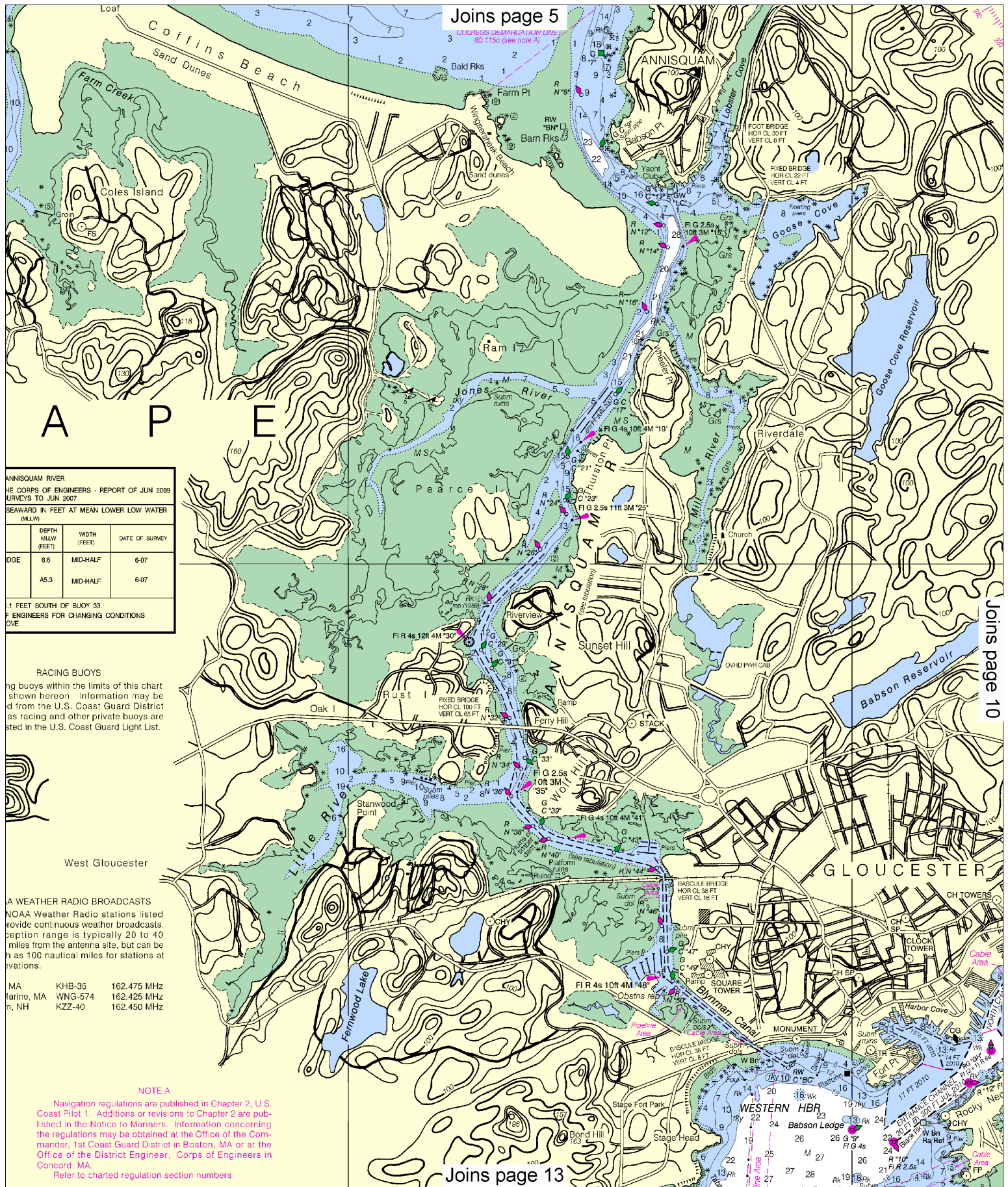
Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.







Joins page 5

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ANNISQUAM RIVER  
THE CORPS OF ENGINEERS - REPORT OF JUN 2009  
SURVEYS TO JUN 2007  
SEAWARD IN FEET AT MEAN LOWER LOW WATER  
(MLLW)

	DEPTH MLLW (FEET)	WIDTH (FEET)	DATE OF SURVEY
DOE	6.6	MID-HALF	6-07
	AS.3	MID-HALF	6-07

1.1 FEET SOUTH OF BUOY 33.  
F ENGINEERS FOR CHANGING CONDITIONS  
DOE

**RACING BUOYS**  
Buoyage within the limits of this chart  
shown hereon. Information may be  
obtained from the U.S. Coast Guard District  
as racing and other private buoys are  
listed in the U.S. Coast Guard Light List.

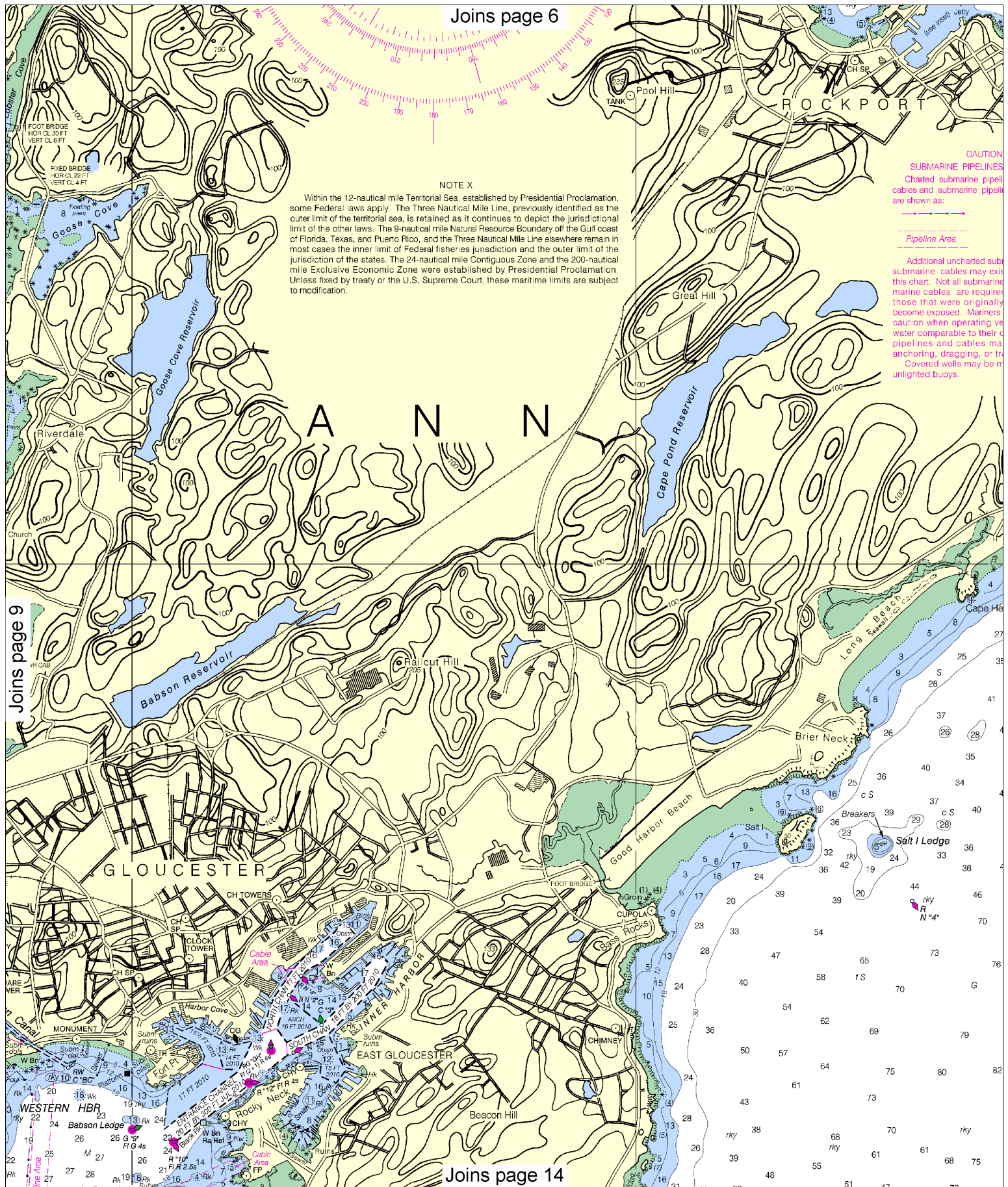
**WEATHER RADIO BROADCASTS**  
NOAA Weather Radio stations listed  
provide continuous weather broadcasts.  
Reception range is typically 20 to 40  
miles from the antenna site, but can be  
as high as 100 nautical miles for stations at  
elevations.

MA	KHB-35	162.475 MHz
Marine, MA	WNG-574	162.425 MHz
NH	KZZ-40	162.450 MHz

**NOTE A**

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 1. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA.  
Refer to charted regulation section numbers





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NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

CAUTION  
SUBMARINE PIPELINES  
Charted submarine pipeline  
cables and submarine pipelines  
are shown as:

Pipeline Area

Additional uncharted submarine  
cables may exist  
this chart. Not all submarine  
marine cables are required  
those that were originally  
become exposed. Mariners  
caution when operating vessels  
water comparable to their  
pipelines and cables may  
anchoring, dragging, or trawling  
Covered wells may be marked  
unlighted buoys.

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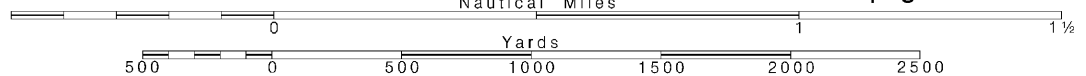
10

Note: Chart grid  
lines are aligned  
with true north.

Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.







# IPSWICH BAY JOINS page 8 GLOUCESTER HARBOR

Mercator Projection  
Scale 1:20,000 at Lat. 42°37'

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

**LOCAL MAGNETIC DISTURBANCE**  
Differences of as much as 3° from the normal variation may be expected within the limits of this chart.

## POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

## CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.


Station positions are shown thus:

○ (Accurate location)    ◐ (Approximate location)

## RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

## CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus: 

## HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.342" northward and 1.844" eastward to agree with this chart.

## CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

## CAUTION

### BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

## HEIGHTS

Heights in feet above Mean High Water.

## AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

## SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 1 for important supplemental information.

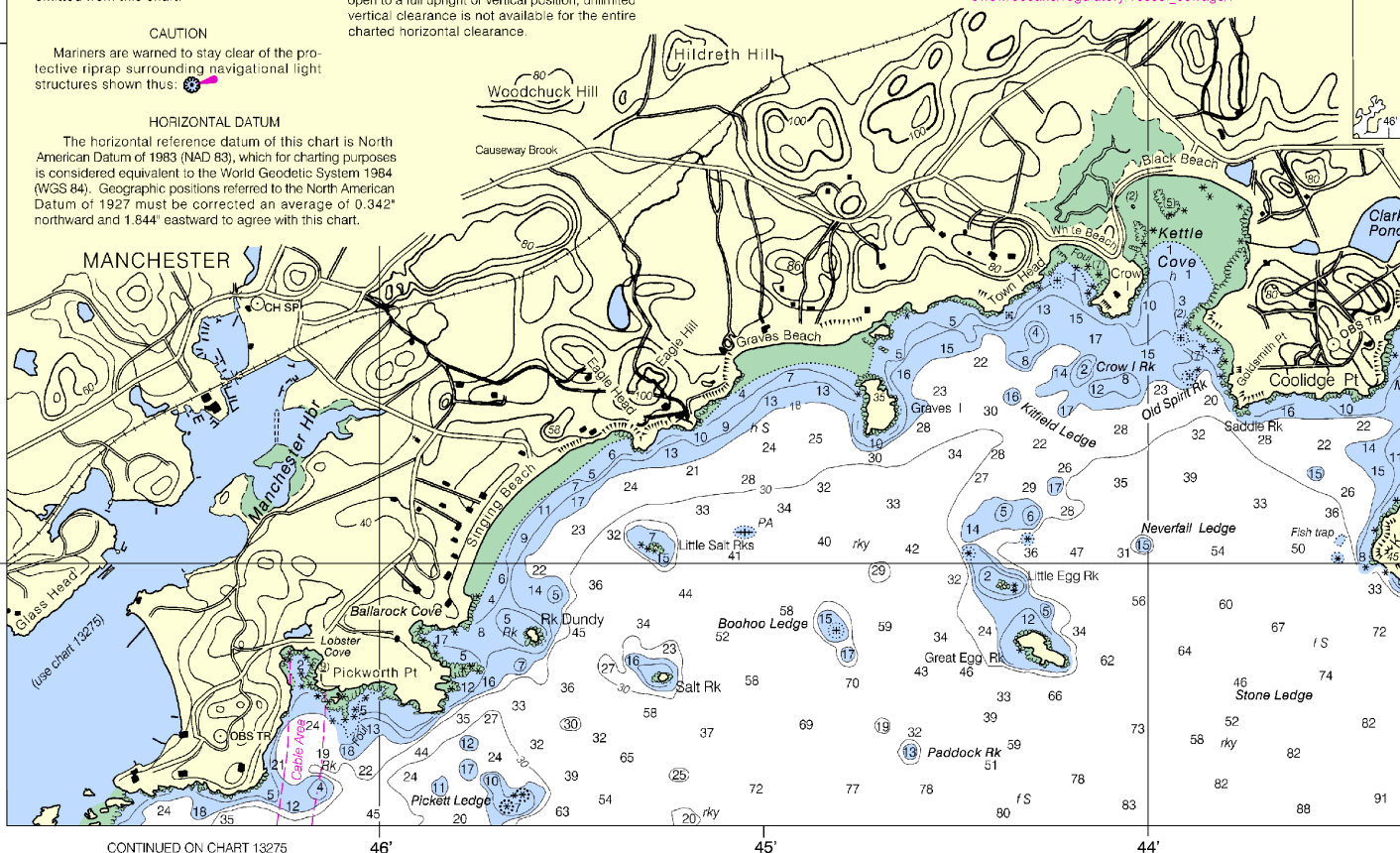
TIDAL INFORMATION				
PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean High Water	Mean Low Water	Mean Low Water
Plum Island Sound (south end)	(42°43'N/70°47'W)	9.3	8.9	0.3
Annisquam, Lobster Cove	(42°39'N/70°41'W)	9.6	9.1	0.3
Rockport	(42°40'N/70°37'W)	9.5	9.0	0.3

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Apr 2009)

## NOTE 2

### NO-DISCHARGE ZONE, 40 CFR 140

This chart falls entirely within the limits of a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: [http://www.epa.gov/owow/oceans/regulatory/vessel\\_sewage/](http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/).



33rd Ed., Aug. /09 ■ Corrected through NM Aug. 1/09  
Corrected through LNM Jul. 21/09

13279

## CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

This nautical chart has been designed to provide the user with the most accurate and up-to-date information available. The user is encouraged to submit corrections to the Chief, Marine Chart Service, NOAA, Silver Spring, Maryland 20910.

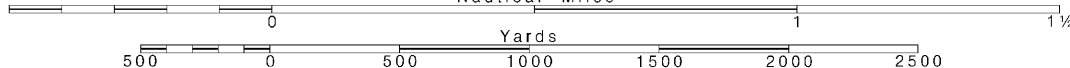
12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.



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#### NOTE A

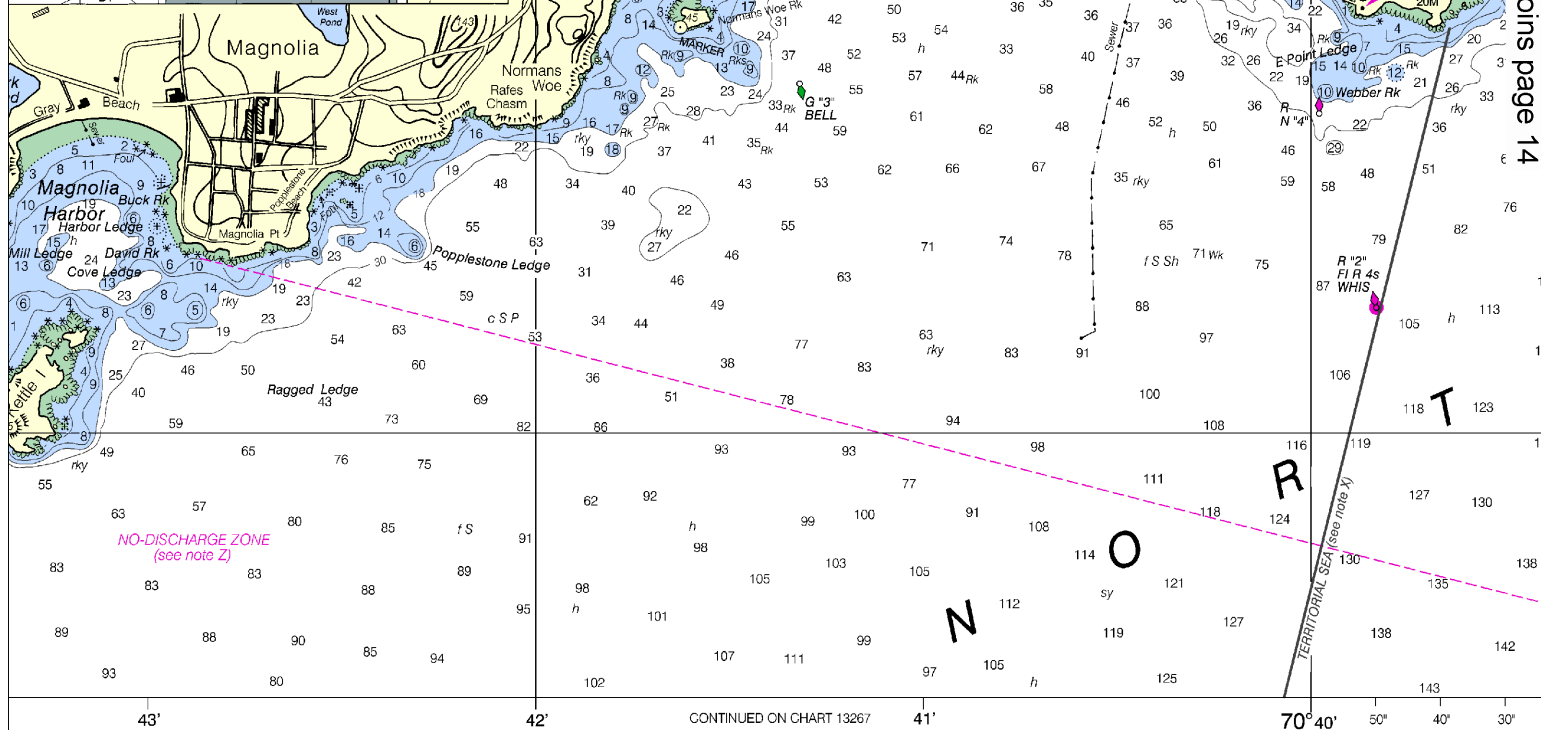
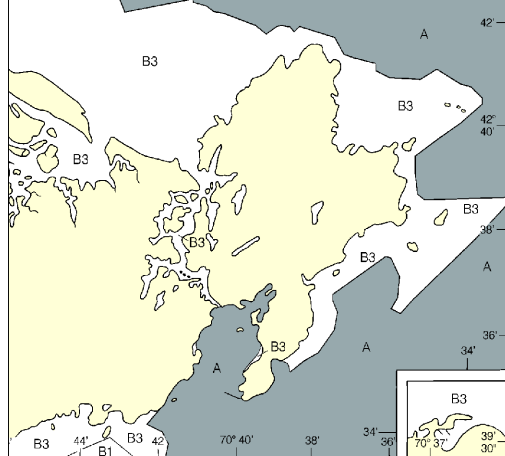
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 1. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA.  
Refer to charted regulation section numbers

#### SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

#### SOURCE

A	1990 - 2004	NOS Surveys	full bottom coverage
B1	1990 - 2000	NOS Surveys	partial bottom coverage
B3	1940 - 1969	NOS Surveys	partial bottom coverage



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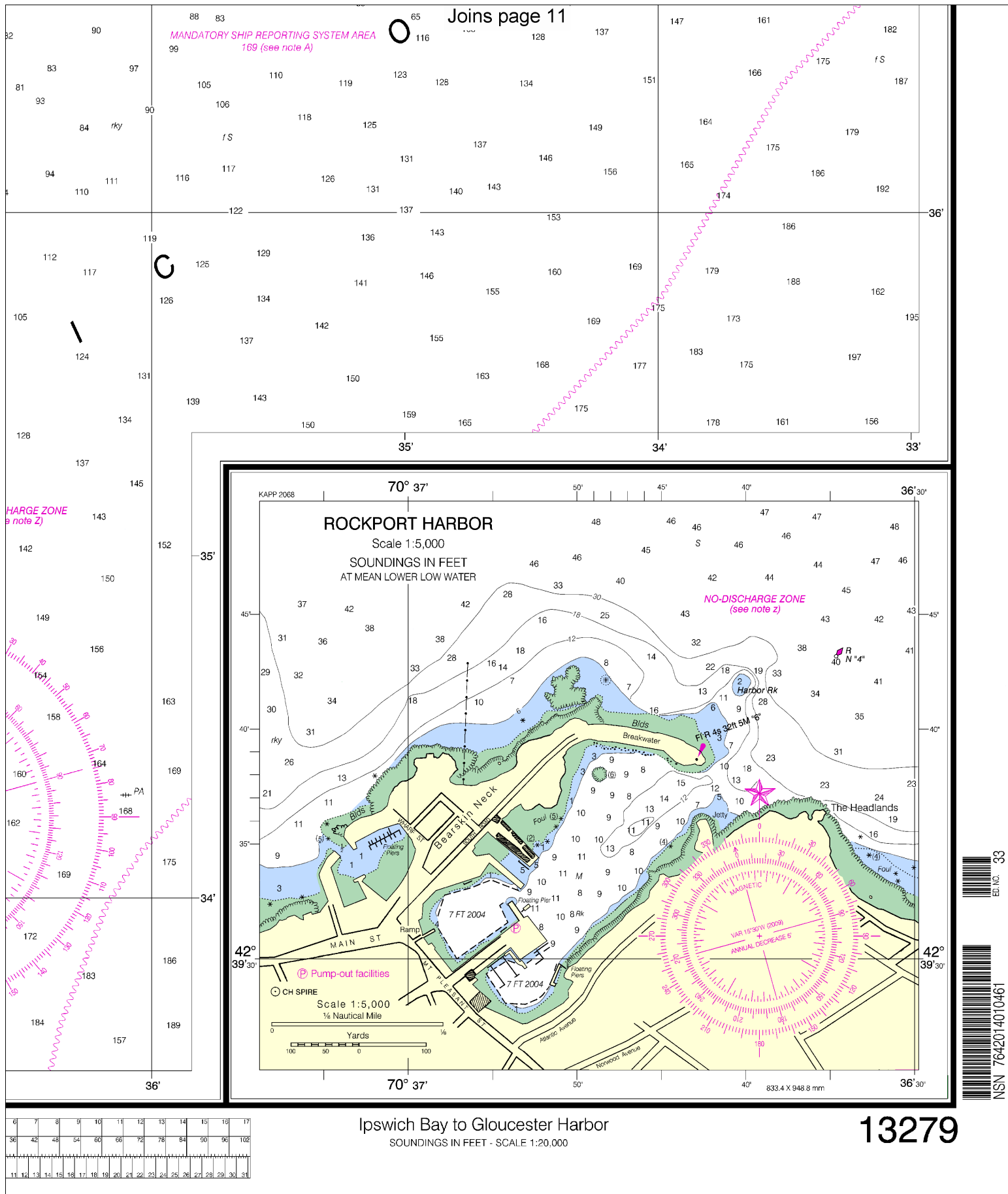
**SOUNDINGS IN FEET**

To promote safe navigation. The National Oceanic and Atmospheric Administration (NOAA), National Ocean Service (NOS), National Ocean Survey (NOS) is responsible for the collection, processing, and distribution of hydrographic data. The National Ocean Service is responsible for the collection, processing, and distribution of hydrographic data.

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U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY







ED. NO. 33

NSN 7642014010461



EMERGENCY INFORMATION

## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**

## Quick References

Nautical chart related products and information	—	<a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>
Online chart viewer	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html">http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html</a>
Report a chart discrepancy	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>
Chart and chart related inquiries and comments	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
Chart updates (LNM and NM corrections)	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>
Coast Pilot online	—	<a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
Tides and Currents	—	<a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	—	<a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	—	<a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	—	<a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	—	<a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	—	<a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	—	<a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	—	<a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



— For the latest news from Coast Survey, follow @nauticalcharts



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey



The Nation's Chartmaker